Ministry of Education
Ontario

Minister of Education
Hon. Thomas L. Wells

A Resource Guide for the Intermediate and Senior Divisions

1977

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Driver Education in Ontario Schools

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Introduction

The Government of Ontario considers driver education an essential component of the social development training of the young people of this province. Through the Ministry of Education and the Ministry of Transportation and Communications, the government provides material and financial assistance to boards of education across the province to encourage them to carry out effective programs in their secondary schools.

In secondary school occupational education programs of one or more years' duration in which driving a vehicle forms an integral part of the occupation(s) under study, the Ministry of Education will recognize for full or partial credit a driver education course offered as part of such programs according to the following schedule:

55 hours (in-class and in-car) – ½ credit

110 hours (in-class and in-car) – 1 credit

Driver education courses for students enrolled in other types of programs will continue to be offered as extra-curricular, non-credit courses. This ruling should not be taken to mean that driver education courses are not of great value in the secondary school setting. Boards should endeavour to explore a variety of schedules for driver education courses so that as many students as possible may take advantage of them. Such schedules may include weekends, extended lunch periods, a period immediately before or after the school day, or a period in the early evening. Driver education could also be offered as part of the continuing education or summer program.

The nature of the course is such that it may be covered within a few weeks and without having to cope with poor weather conditions.

The purpose of this booklet is to provide background information and suggestions to boards that are considering the introduction, revision, or extension of driver education programs. It is not intended to be an exhaustive work on driver education as such.

The toll of traffic accidents, in lives lost, in human suffering, and in money wasted is becoming a matter of universal concern. Every hour of every day in North America one person is killed and twenty-five others are injured on the road. In Canada alone we have an annual traffic death rate of more than 5000. More North Americans have died in traffic accidents than in wars since the introduction of the automobile.

The automobile may well undergo some drastic changes in the next few years, but it is not going to go away. Although the family car is getting safer year by year and highways are becoming progressively better, two facts remain constant: all but a small percentage of accidents are the fault of the driver, either through reckless behaviour or violations of traffic laws; and a disproportionately high number of both accidents and fatalities involve young people.

In Canada the sixteen-to-twenty-four age group makes up approximately 17 per cent of the population – but it accounts for more than 31 per cent of all reported accidents. The fatality proportion is almost as high. In addition, statistics show that young drivers *cause* more accidents.

These findings hold true in spite of the fact that the young driver is behind the wheel for much less time than drivers in higher age groups. It is now generally recognized that the key to reducing accidents among young people is sound driver education before they go on the roads.

The Ontario Program

Driver education in Canada was started in British Columbia in 1947. The first course in Ontario followed a year later with a pilot course at the Kitchener-Waterloo Collegiate and Vocational Institute, operated by the local school board. Driver education is now offered in every province, although methods, administration, and funding vary somewhat from one jurisdiction to another.

In 1960, a joint memorandum was issued by the Department of Education and the Department of Transport stating government policy. It defined certain minimum standards and offered both material and financial assistance to secondary schools providing driver education to their students.

Presently, 74 Ontario school boards are offering driver education in nearly 600 schools. In addition, courses are being offered at some two dozen separate and private schools, at 2 Ontario schools for the deaf, 5 schools run by the Ministry of Correctional Services, and 5 colleges of applied arts and technology.

Since the summer of 1974, the Ministry of Education, through its professional development program, has offered courses for teachers of driver education (in-class component). More than 1230 persons in Ontario are qualified to teach driver education. Of these, more than 800 are certificated teachers employed by school boards, and the remainder are certified driving instructors. There is, however, an overall shortage of qualified teachers.

In the 1975-76 school year, nearly 42 000 students in public secondary schools and another 1500 in other educational institutions successfully completed driver education courses.

Of the boards of education involved, according to 1975 figures, 70 offered driver education as an extra-curricular subject, 38 offered it as part of the occupational education program, 27 offered it as part of the night school program, and 17 gave courses during the summer vacation period. The boards training the greatest number of students in recent years are Ottawa, Waterloo County, and Scarborough. Fees for the courses ranged from nil for most occupational education courses to $85, with several in the $60 to $70 range. The average fees are now closer to $55.

Although all schools and boards are required to follow the guidelines set out in the joint memorandum of 1960 and its amendments, the systems of driver education vary considerably from board to board. In some instances, for the extra-curricular program, both the in-class and in-car instruction are given by qualified members of the regular teaching staff after hours; in others, classroom teachers do the in-class instruction and driving-school instructors take care of the in-car. Some boards contract to driving schools for the in-car instruction, others use only board-hired staff. (For detailed comparisons, see the surveys published annually by the Ontario School Trustees Council.)

The Value of Driver Education

There are no data on the comparative effectiveness of the different types of programs offered by school boards. However, the consensus among driving safety authorities seems to be that the more control a board has over its personnel – (i.e., the higher the proportion of instructors who are either qualified classroom teachers or who are full-time para-professionals hired by the board) and the greater the administrative responsibility assumed by the board, the more effective the program is likely to be.

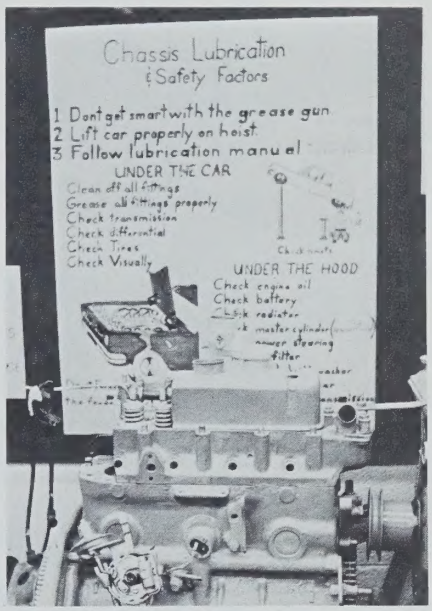
The correlation between overall driver education and safe driving was brought out by a survey conducted by the National Education Association in 26 states in the United States. It revealed that students who had taken recognized courses had 50 per cent fewer accidents and between 80 to 90 per cent fewer traffic violations than those who had not had any training.

In Ontario, students who have successfully completed driver education courses in secondary schools benefit from reduced insurance premiums. The value of driver education is also recognized and supported vigorously by such organizations as the Canada Safety Council, the Ontario Safety League, the Canada Council of Young Drivers, the Ontario Motor League, and the Insurance Bureau of Canada.

Educating Young Drivers

The challenge in driver education is not simply to impart a knowledge of traffic laws and to develop automobile handling skills, but, more important, to instil a sound understanding of the social responsibilities involved in handling a piece of high-performance machinery in a congested and complex road system.

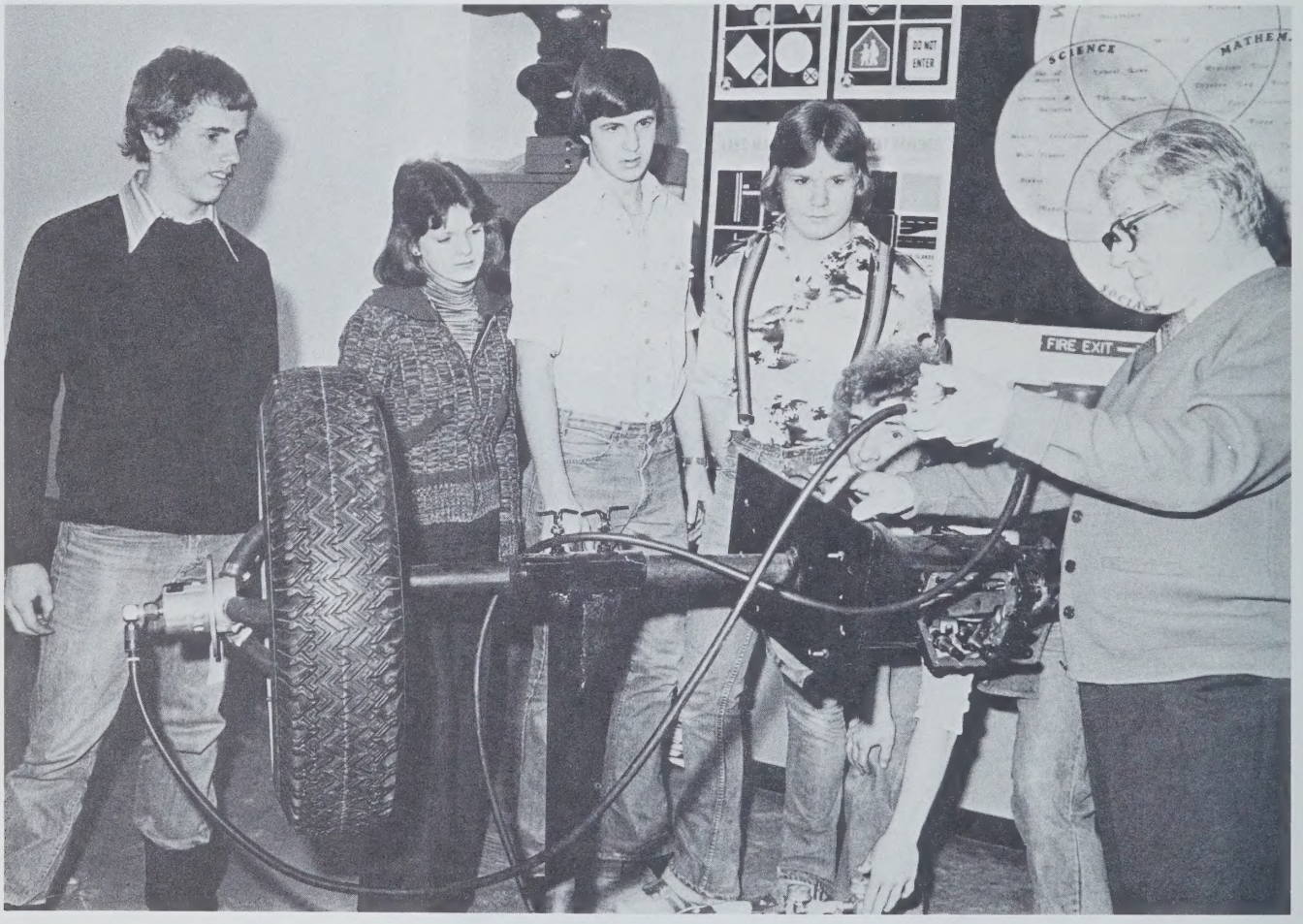
The motorcar is an amazingly simple machine to operate. Get in, turn the ignition key, press down on the accelerator, and, almost immediately, as much as two tons of metal, glass, and plastic are set into motion at a speed of 88 feet per second. By contrast, the human being is a very complex mechanism. The young driver's personality is in a state of continual change and development, and it is not always easy to make an accurate evaluation of the individual as a present or future risk on the highways.



Professor Julius Marek of the Institute of Psychology, University of Bergen, Norway, has observed that the aggressiveness of the young male driver is a serious risk factor. It often manifests itself as compensation for social or educational inadequacy. "On the whole," says Professor Marek, "the young driver seems to be aggressive, rebellious, competitive, impulsive . . . ready to take risks. . . . Although young drivers have the mental, sensory and psychomotor prerequisites for safe driving . . . and although they are better at avoidance manoeuvres than older drivers, they also attempt relatively more of them than do older drivers."

Dr. Richard H. Bishop of Florida State University believes that it is important for driver educators to help students clarify their beliefs, feelings, and values related to the driving task. "We can," he states, "help learners to (1) understand how personality traits (emotions, beliefs, attitudes and values) influence driving performance; (2) analyse their own personality for tendencies that facilitate those that interfere with competent and responsible driving; (3) develop a plan for cultivating desirable tendencies and eliminating or compensating for undesirable ones."

In some cases the personality of the student must undergo real change before he or she can even be in a position to learn to be a competent driver. There is, at the same time, a positive side to this aspect of attitude development, inasmuch as the driver education program provides the teacher with a ready-made opportunity for helping young people gain emotional maturity. The ability to drive safely and competently, in addition to developing self-respect and gaining the respect of others, can help personality development.



The study of the effects of alcohol and drugs on driving ability is given prominence in the Ontario driver education course. Young people tend to begin experimenting with mood-changing chemicals, whether alcohol or narcotics, at about the same age that they want to learn to drive. Knowledge and understanding of the possible effects of such chemicals on psychomotor capabilities are considered imperative to the training and education of a young driver. Here, his attitude and judgement are the essential determinants.

To emphasize this aspect of the course, teachers of driver education should cover such items as factual information, peer and other pressures, responsibility, self-image, values, and decision-making. They can refer to specific sections of resource books, and request pamphlets and support materials especially developed to enhance the student's awareness of problems related to alcohol and other drugs in the driving process. The list of resources at the back of this booklet can be used extensively in seeking material on drugs, drinking, and driving.

Another important element of a good driver education course is emergency first aid procedures. Although the limited number of hours assigned to class instruction does not allow an extensive study of this area, teachers would do well to encourage students to acquire first aid skills on their own. Such first aid courses are provided by both the Canadian Red Cross and the St. John Ambulance in most areas of Ontario.

The increased emphasis on attitude development and self-evaluation that has emerged in driver education in recent years further underscores the importance of fully qualified educators' taking the major role in this field of instruction.

Policy: The Joint Memorandum

The joint memorandum of policy issued in October 1960 by the Department of Education and the Department of Transport in effect codified and formalized what had been up to then essentially an ad hoc operation of driver education in Ontario.

The memorandum was amended in 1966, 1967, and 1971, but the essential policy remained close to the original model:

- Driver education courses, except those for students of occupational programs, must not reduce, or interfere with, the time allotted to regular subjects in the curriculum; the organization and supervision of the courses are to be under the control of the principal; and the introduction of such courses must have the approval of the school board.
- The minimum standards require that the student receive 25 hours of classroom instruction, 6 hours of practice driving if the car has automatic transmission or 8 hours if it has standard transmission, and that he spend 12 hours (originally 18) as an observer in the vehicle while other students are receiving driver instruction.
- The teachers, both in-class and in-car, must be graduates of a recognized course in school driver instruction. In-car instructors must also be licensed by the Ministry of Transportation and Communications. Student drivers require a temporary driver's permit and the consent in writing of parents or guardians.
- Cars used in instruction must be equipped with a dual control mechanism and each vehicle must be covered by an insurance policy with at least the minimum coverage required by The Insurance Act, together with a passenger hazard endorsement.

Financing Driver Education

Although the driver education program is sponsored by the Ministry of Transportation and Communications, financing is the responsibility of the participating board, with assistance available through the grant structure of the Ministry of Education.

As is the case for any subject, there are no specific grants applicable to driver education. However, the expenses incurred by a board in connection with either in-class or in-car instruction are regarded as part of the board's operating expenditure per pupil in programs of occupational education. If a board's driver education program causes its ordinary expenditure to exceed its grant ceiling per pupil, or if its ordinary expenditure is already in excess of its grant ceiling per pupil, the additional cost is borne in full by the local ratepayers.

Where instruction is given to pupils outside normal school hours, the pupils are regarded as continuing education pupils during such time; for grant purposes, five hours of continuing education are equated to one day of day school. Such funding applies only to in-class instruction (25 hours) and is subject to the limitations set for all 1977 continuing education programs.

Except for students in occupational educational programs, most boards charge some instruction fee in order to offset operating costs. The Ministry of Transportation and Communications provides the boards with textbooks and supporting instruction material, as well as dual brake mechanisms for the instruction cars, all free of charge. (A number of order forms are provided at the back of this book. If more forms are required, please contact the Ministry of Transportation and Communications.) Major car manufacturers in Ontario have made a practice of supplying school boards with loan cars for the purpose of driving instruction, which helps significantly to reduce operating costs.

Teacher and Instructor Training

Within the overall driver education program in Ontario there are two classifications of instruction personnel involved in the actual teaching: the classroom teacher, who has become qualified through a special course in driver education and who might teach in the car as well as in the classroom, and the para-professional, drawn from the ranks of full-time driving instructors, who teaches in the car. The para-professional can be a full-time employee of the board or an employee of a contracted driving school. Ideally, boards should use the regular staff of secondary schools wherever possible for both in-class and in-car instruction.

When a board cannot find teachers who are willing or able to undertake in-car instruction as well as in-class instruction, it may contract with a local, qualified driving instructor or other qualified person. Such in-car instructors must successfully complete a special course for driving instructors as described below. In Ontario these courses are held several times each year.

In order to maintain proper supervision over driver education, it is recommended that a co-ordinator be appointed by boards of education. The duties of the co-ordinator should include the responsibility of ensuring that all instructors are qualified, that a good standard of instruction is maintained, and that proper records are kept.

The fee for a four-week course given under the professional development program of the Ministry of Education will be $100. Although 115 to 120 Ontario elementary and secondary school teachers take the course each year, greater teacher participation is needed to maintain and upgrade the program.

Driver education instructors who are not members of the teaching profession must qualify as in-car instructors by successfully completing a two-week course given by the Ontario Safety League. They must also pass the commercial driving instruction examination of the Ministry of Transportation and Communications. The fee for the instructor's course is $180.

Other Available Resources

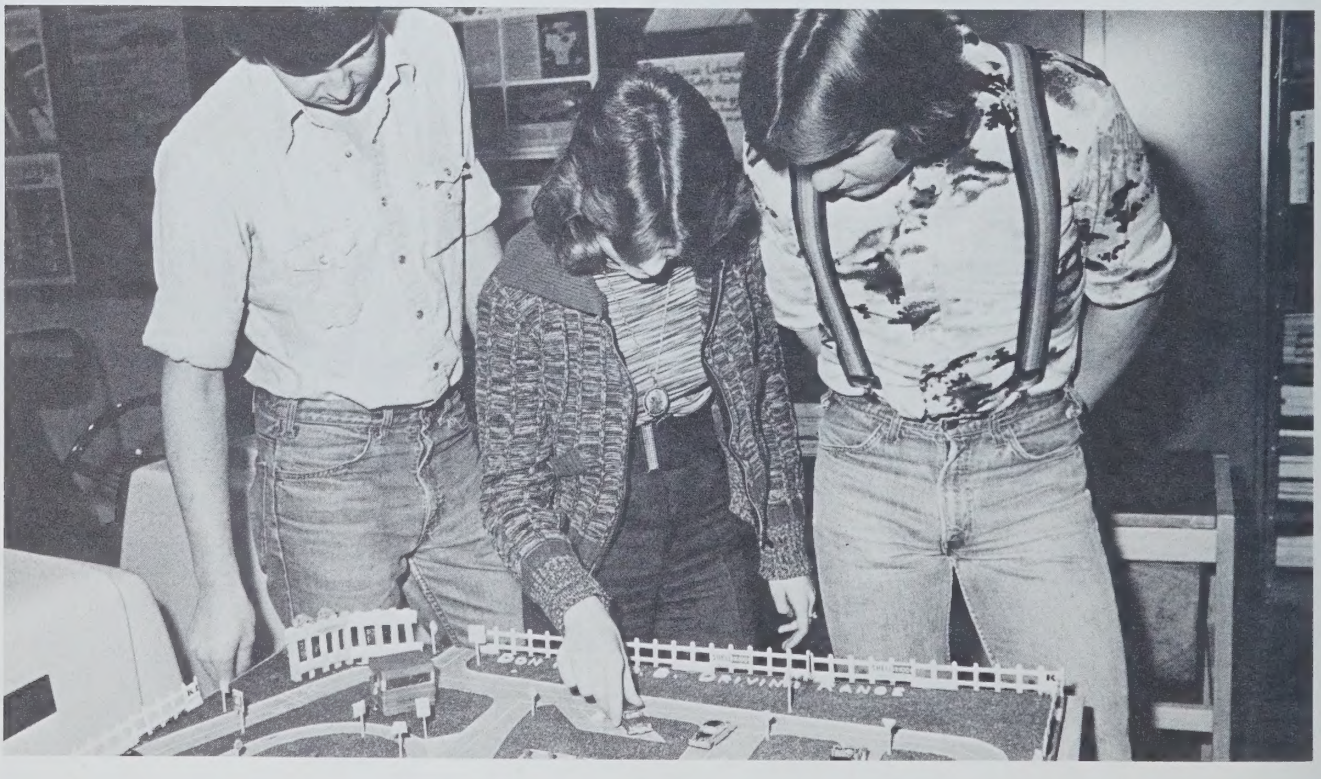
The school board should take full advantage of the many forms of assistance available for driver education programs. Better driving is a primary concern of the community at large. The major motor vehicle manufacturers take a keen interest in driver education and are eager to lend their support. American Motors, Chrysler Canada, Ford of Canada, and General Motors of Canada all have policies of providing cars to school boards on a loan basis. In addition to loaning vehicles, Chrysler Canada, Ford of Canada, and General Motors of Canada provide supplementary educational materials for classroom use, including charts, brochures, films, and filmstrips. For details of car loans and available materials, a school board should contact the local dealerships of any of the above-named manufacturers.

As already mentioned, the Insurance Bureau of Canada requires that its members provide a reduction on insurance rates for graduates of driver education programs. In addition, it provides assistance in developing a driver education curriculum on request, and funds specific driver education research projects from time to time. The Ontario Motor League trains in-car instructors and provides films and other resource material on request. The Canada Safety Council also makes available resource materials and personnel.

Obviously, the local police force and the Ontario Provincial Police have a close interest in highway safety. They often provide speakers and demonstrations related to aspects of driver education.

Every board that undertakes a driver education program should ask itself whether it is making full use of available resources. For example, even if there is no Insurance Bureau office in a particular area, there is likely to be a major automobile insurance agent willing to provide information on material sources. Most police forces have a safety officer or safety section. Direct contact between local police and students in the course of a program will help engender mutual respect.

The local news media can also be expected to stimulate interest and support by publicizing the availability and quality of the program in secondary schools, and its benefits for the general public.



Teaching Aids and Resources

Books and Manuals

Basic Text

Ontario, Ministry of Transportation and Communication. *Power Under Control.* Toronto: McClelland and Stewart, 1973.

Supplementary Textbooks

American Automobile Association. *Sportsmanlike Driving.* Canadian ed. Scarborough, Ont.: McGraw-Hill Ryerson, 1969.

Center for Safety Education, New York University. *Man and the Motor Car.* 6th ed. Englewood Cliffs, N.J.: Prentice-Hall, 1957.

Florio, A. E., and Stafford, G. T. *Safety Education.* 3rd ed. Scarborough, Ont.: McGraw-Hill Ryerson, 1969.

Glenn, H. T. *Youth at the Wheel.* Peoria, Ill.: Charles A. Bennet, 1965. (Distributed in Canada by Copp Clark Publishing.)

Greening, J., and Wallace, K. E. *Driving.* Toronto: Maclean-Hunter Learning Materials, 1973.

Halsey, Maxwell, and Kaywood, Richard. *Let's Drive Right.* 5th ed. Chicago, Ill.: Scott, Foresman, and Company, 1975. (Distributed in Canada by Gage Publishing Limited.)

Marshall, R. L., et al. *Safe Performance Driving.* Scarborough, Ont.: Ginn, 1975.

Strasser, M. K., et al. *Driver Education.* Toronto: Doubleday, 1976.

Teacher's Manuals

American Automobile Association. *Teacher's Manual for Sportsmanlike Driving.* Scarborough, Ont.: McGraw-Hill Ryerson, 1969.

Center for Safety Education, New York University. *Teacher's Manual and Unit Tests for Man and the Motor Car.* Englewood Cliffs, N.J.: Prentice-Hall, 1957.

Greening, J., and Wallace, K. E. *Teacher's Manual for Driving.* Toronto: Maclean-Hunter Learning Materials, 1973.

Halsey, Maxwell, and Kaywood, Richard. *Teacher's Manual for Let's Drive Right.* Chicago, Ill.: Scott, Foresman and Company, 1968. (Distributed in Canada by Gage Publishing Limited.)

Ontario, Ministry of Transportation and Communications. *Power Under Control: Teacher's Manual.* Toronto: McClelland and Stewart, 1973.

Strasser, M. K., et al. *Teacher's Manual for Driver Education.* Toronto: Doubleday, 1976.

Workbooks

American Automobile Association. *Project Workbook in Driver Education.* Scarborough, Ont.: McGraw-Hill Ryerson, 1969. (This workbook is for use with *Sportsmanlike Driving.*)

The addresses of publishers mentioned in the previous section are given below.

Copp Clark Publishing
(Charles A. Benneett)
517 Wellington Street West
Toronto, Ontario
M5V 1G1

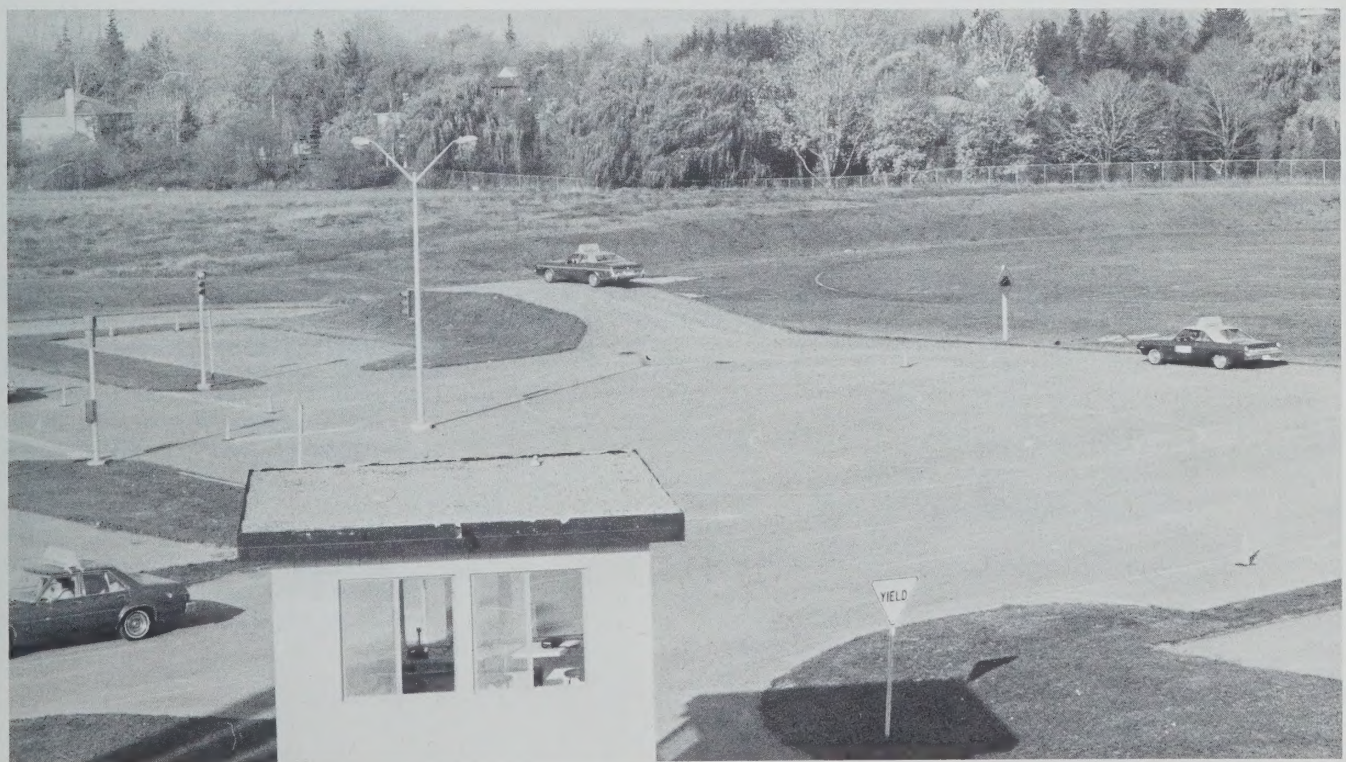
Doubleday Canada Ltd.
105 Bond Street
Toronto, Ontario
M5B 1Y3

Gage Publishing Limited
(Scott, Foresman)
164 Commander Boulevard
Agincourt, Ontario
M1S 3O7

Ginn and Company
3771 Victoria Park Avenue
Scarborough, Ontario
M1W 2P9

Maclean-Hunter Learning Materials Company
70 Bond Street
Toronto, Ontario
M5B 1X3

McClelland and Stewart Ltd.
25 Hollinger Road
Toronto, Ontario
M4B 3G2



McGraw-Hill Ryerson Limited
330 Progress Avenue
Scarborough, Ontario
M1P 2Z5

Ministry of Transportation and Communications
Safety Standards and Practices Office
6th Floor, Ferguson Block
Queen's Park
Toronto, Ontario
M7A 1Z9

Prentice-Hall of Canada Ltd.
1870 Birchmount Rd.
Scarborough, Ontario
M1P 2J7

Special Education Publications
718 Mills Avenue
N. Mushegan, Michigan

Teaching Aids

Mini-Training Signal
This lightweight plastic, five-tiered traffic signal device, which includes flashing green and red and white pedestrian signals, has been specially designed for teaching purposes. The purchase price is $135 and batteries and bulbs are included. Write to:
Mr. Frank Hammond,
Sunny Manufacturing,
3153 Steeles Avenue,
Milton, Ontario

Drinking, Driving and the Law
This 18-minute slide-and-tape presentation was produced by Transport-Canada and is available free of charge from:
Audio-Visual Services,
1201 Wilson Avenue,
Downsview, Ontario
M3M 1J8

Catalogues of safe driving and driver instruction materials are available from the following organizations:

Allstate Insurance Co., 255 Consumers Road, Willowdale, Ontario, M2J 1R3

American Automobile Association, 8111 Gatehouse Road, Falls Church, Virginia 22042

B.F. Goodrich Company, Kitchener, Ontario

Canada Safety Council, 1765 St.-Laurent Blvd., Ottawa, Ontario, K1G 3V4

Canadian Automobile Association, Lincoln's Field Centre, 1354 Richmond Road, Ottawa, Ontario, K2B 7Z3

Chrysler Canada Ltd., Driver Education Headquarters, Windsor, Ontario

Ford Motor Company, Driver Education Headquarters, Oakville, Ontario

Insurance Institute for Highway Safety, 600 New Hampshire Ave., Washington, D.C., 20037

Motor Vehicle Manufacturers Association, 320 New Center Building, Detroit 2, Michigan, 48202

National Safety Council, Driver Improvement Dept., 425 North Michigan Avenue, Chicago 11, Illinois, 60611

Ontario Safety League, 409 King Street West, Toronto, Ontario, M5V 1K1

Union Carbide Canada Ltd., Consumer Products Division, 123 Eglinton Avenue East, Toronto, Ontario M4P 1J3

Films

As educators are aware, film can be an effective teaching aid – although in driver education there can be a tendency to use too many films at the expense of good discussion periods. It is important to retain a sound balance to achieve the objectives of the program.

The films listed in this section are available on loan, without charge, to boards of education and secondary schools. This is the policy of most commercial sponsors who use a film agency to provide the service. In addition, Allstate Insurance of Canada and the Ministry of Transportation and Communications loan films to secondary schools offering driver education programs through the Ontario Safety League film library.

In many cases films may be purchased outright for inclusion in a board's resource library. The following list includes the cost of a print, where this information is available. In the case of General Motors of Canada, films can no longer be purchased, if the print price is not indicated.

Currently there are close to 600 schools in Ontario offering driver education courses, and it is not always possible for film agencies to provide the films requested on the dates specified. It is recommended that boards of education purchase those films on the list marked with an asterisk (i.e., for use with the syllabus in the *Teacher's Manual* published by the Ministry of Transportation and Communications), and, if the budget permits, the additional films marked with a double asterisk.

When films are sought on loan, the request must be made in writing at least three weeks before the date required. Better still, plan ahead and book eight or ten weeks in advance, particularly for seasonal topics (e.g., winter driving). Where possible, give alternative titles.

The information in the list is based on the latest available data from the sources shown, and can, of course, change with the passage of time. The full addresses of loan agencies and sponsors or producers are in most cases given at the end of the list. The abbreviation *n.k.* (not known) is used to indicate that the name of the sponsor of a film was not known at the time of publication.

Specific addresses for film sponsors, producers, and loan agencies appear on page 16.

Title/Description	*Sponsor/cost of print*	*Loan agency (no charge)*
ABC of the Automobile Chassis 15 min. colour Illustrates and explains the flow of power from the engine to the wheels in an automobile.	General Motors of Canada/$55	Modern Talking Picture Service
ABC of the Automobile Engine 15 min. colour Explains the principle of the four-stroke internal combustion engine and emission control.	General Motors of Canada/$60	Ontario Safety League Modern Talking Picture Service
ABC of the Internal Combustion Engine 13 min. colour The basic principles of the internal combustion engine are explained in this film.	General Motors of Canada	Modern Talking Picture Service
Alco Beat 12 min. colour Driver tests under medical supervision demonstrate the effects of alcohol on drivers.	Michigan State University	Ontario Safety League
Aquaplaning 10 min. b/w Shows the phenomenon of "aquaplaning" – how the front wheels of a car driven 50 to 60 m.p.h. cease to rotate when they come into contact with a thin film of water.	Dupont of Canada Limited	Ontario Safety League
Automatic Transmission 13 min. b/w The safe and economical operation of vehicles equipped with automatic transmission is discussed.	n.k.	Ontario Safety League
Canadian Drivers Test 54 min. b/w (2 reels) A revised version of "National Drivers Test". Includes interviews with a cross section of Canadian drivers.	Shell Canada Limited	Ontario Safety League
Car Maintenance and Care 10 min. b/w By applying the simple, non-mechanical techniques of preventative car maintenance, Bill Richards lengthens the life of his car, reduces costs, and ensures greater safety while driving.	n.k.	Ontario Safety League
Dark Daze 10 min. b/w Driving safely at night is the true test of a professional driver. Eating and sleeping play an important part in what the film calls "dark daze".	Vogue Wright Studios	Ontario Safety League
David Hall Story 25 min. colour An act of careless driving has confined David Hall to a wheelchair for life. The accident did not cripple his courage. He has salvaged from the disaster a new career dedicated to careful driving and careful riding.	Encyclopaedia Britannica Educational Corporation	Ontario Safety League
Dead on the Level 9 min. colour Never try to beat a train to a crossing. The film points out that the most dangerous crossing is the one you pass every day.	n.k.	Ontario Safety League

Title/Description	*Sponsor/cost of print*	*Loan agency (no charge)*
The Defensive Driver 10 min. b/w Before Bill can use the family car, he must prove his responsibility behind the wheel. Anticipating the possible danger in each situation is the basis for responsible, skilful, safe, defensive driving.	Chrysler Canada Limited	Ontario Safety League Chrysler Canada Limited
Defensive Driving 6 min. b/w You should be driving several cars besides your own – the one in front of you, the one behind you, the one approaching you, the one along the curb, and the one that may cross in front of you.	Macmillan Films Inc.	Ontario Safety League
Defensive Driving Tactics 12 min. colour This film sets out the ABC's of defensive driving, while providing examples of both defensive and offensive driving.	Michigan State University	Ontario Safety League
Don't Skid Yourself 13 min. b/w Describes the various tests conducted by the National Safety Council to develop safe driving habits on icy surfaces.	Aetna Casualty & Security Co.	Ontario Safety League
Drinking Driver 16 min. colour This film studies the effect of alcohol consumption on driving.	General Motors of Canada/$80	Modern Talking Picture Service
***Drivin' and Drugs** 14 min. colour Aimed primarily at teenage audiences, this film is of interest and value to all. It investigates amphetamines, barbiturates, marijuana, heroin, and LSD, to convince young people to abstain from the use of these drugs.	General Motors of Canada/$85	Ontario Safety League Modern Talking Picture Service
***Driving at Night** 15 min. colour Explores the professional techniques of night driving.	Ford of Canada/$55	Ontario Safety League Educational Film Distributors Ltd.
***Driving in Bad Weather** 8½ min. colour This film demonstrates proper driving in wet weather and how to manoeuvre a car in a skid. The need for good tires is emphasized.	Ford of Canada/$55	Ontario Safety League Educational Film Distributors Ltd.
***Driving in the City** 9 min. colour By being alert, one can avoid tailgating, pedestrians who suddenly appear from between parked cars, etc. Proper lane-changing and the art of parallel parking are also explored.	Ford of Canada/$55	Ontario Safety League
***Driving on Highways and Freeways** 10 min. colour Professional tips on safe highway driving.	Ford of Canada/$55	Ontario Safety League
Driving on Snow and Ice 12 min. b/w Techniques for driving on icy surfaces.	n.k.	Ontario Safety League

Title/Description	*Sponsor/cost of print*	*Loan agency (no charge)*
Emergencies in the Making 15 min. colour Outlines the potential road emergencies presented by the other guy, kids, nature, road conditions, and ourselves. The need to think ahead and expect the unexpected is stressed.	American Automobile Association	Ontario Safety League
Emergency Driving Procedures 20 min. colour The film shows how to handle the specific driving emergencies that are primary driver problems.	General Motors of Canada/$65	Modern Talking Picture Service
Fatal Meeting 16 min. colour A dramatized study of head-on collisions. High-speed photography details what happens when two cars meet head on at 52 m.p.h.	AIMS Instructional Media Services	Ontario Safety League
The Fifth Wheel for Safety 11 min. colour A film on driver safety. It shows the BP skid school in operation, demonstrating how to control skids.	BP Canada Limited	Modern Talking Picture Service
Freeway Driving Tactics 16 min. colour Experts offer expressway pointers on such topics as emergency procedures, lane changing, entrances, the dangers of following too closely, and "reaction time". A live-action episode, animations, viewer self-test sequences, and a staged collision are used to illustrate reaction time.	AIMS Instructional Media Services	Ontario Safety League
Freeway Phobia 30 min. colour (2 reels) A combination of animation and live action to show modern freeways and expressways and the problems involved in driving on them. Part two illustrates emergency situations and how they arise on these superhighways.	Michigan State University	Ontario Safety League
Going Shopping 12½ min. b/w This film demonstrates how seat belts prevent accidents and shows the experimental lab where they are tested for durability. It advises that all seat belts should be CSA approved.	Dupont of Canada Limited	Ontario Safety League
Great Holiday Massacre 52 min. b/w (2 reels) CBS's Ed Murrow interviews various police officers and groups of people in the home and on the highways. The film takes a close look at the different reasons for the many accidents that take place over holiday weekends.	Metro-Goldwyn-Mayer Pictures Canada Ltd.	Ontario Safety League
Handling the Unexpected 14 min. colour Outlines some of the emergency driving situations a motorist may encounter. A professional driving instructor shows how to reduce the risk of an accident.	General Motors of Canada/$50	Modern Talking Picture Service

Title/Description	*Sponsor/cost of print*	*Loan agency (no charge)*
***Help Is** 15 min. colour This film teaches the principles of first aid while pointing out the priorities of treatment.	St. John Ambulance/$175	St. John Ambulance
High School of the Highways 20 min. b/w The procedure of a road rodeo, the different abilities needed to win, and the exercises that must be performed are presented.	n.k.	Ontario Safety League
The High Way to Die 28 min. colour An enlightening film on how drugs and/or drinking affect driving ability.	Insurance Bureau of Canada	Modern Talking Picture Service
Highway Driving 15 min. b/w Six aspects of safe driving are examined: keeping the car mechanically fit; controlling speed; watching out for pedestrians; keeping the car under control; guarding against collisions; and passing other cars only when it is safe.	Ford of Canada	Ontario Safety League
How the Motor Car Works: The Engine 17 min. colour Laboratory experiments are used to demonstrate how power is obtained by burning fuel, how this power is increased by compression, and how the use of an electric spark enables the combustion to be timed and its force directed. Test engines are used to demonstrate the four-stroke cycle and how power is used to turn a crankshaft evenly and smoothly.	Shell Canada Limited	Shell Film Library (available in both English and French)
How and Why to Use Safety Belts 8 min. colour Illustrates the various types of restraining devices and buckles on seat belts and the importance of using them.	n.k.	Ontario Safety League
If You Are First at the Crash 3½ min. b/w This film explains what to do at the scene of a car crash.	n.k.	Ontario Safety League
Impact 24 min. colour A summary of the research and experimentation on automobile collisions. High speed cameras record in slow motion the crushing and collapsing of cars during impact.	Insurance Bureau of Canada	Ontario Safety League Modern Talking Picture Service
In Control 15 min. colour This film demonstrates by means of on-the-highway performance, as well as laboratory computations, that even confident and alert drivers can at times be "out of control". Such factors as stopping distances, centrifugal force, and special conditions such as night driving bring into play situations that sometimes defy common sense.	General Motors of Canada	Modern Talking Picture Service

Title/Description	*Sponsor/cost of print*	*Loan agency (no charge)*
Know Your Car 30 min. colour Today's car, with its more than 13,000 parts, can be understood thoroughly only by progressive disclosure of its workings. The film has three major segments: how a car runs, how to keep it running, and how to stay out of trouble.	General Motors of Canada	Modern Talking Picture Service
Last Clear Chance 26 min. colour This film shows the hazards of railroad level crossings, especially the danger involved in crossing the tracks on a warning light.	n.k.	Ontario Safety League
Look Who's Driving 8 min. colour This animated portrayal of Charlie Younghead, an emotionally immature driver, stresses the importance of good judgement and courtesy when driving.	Aetna Casualty & Security Co.	Ontario Safety League
Love That Car 10 min. colour In this humorous approach to car maintenance, the victims aren't injured — just embarrassed.	AIMS Instructional Media Services	Ontario Safety League
Magic Highway USA 29 min. colour This film traces the history of highway engineering in the United States from the earliest canoe trails to today's complex road systems. It projects roadway engineering into the future.	Bellevue Film Distributors Ltd.	Ontario Safety League
***Oh, Oh** 15 min. colour An animated film about "you and your car insurance. . ."	Insurance Bureau of Canada/$160	Insurance Bureau of Canada Modern Talking Picture Service
Paced to Live 16 min. colour Railway-crossing accidents can be avoided by pacing your movements. Move at a safe speed and wait for railway signals.	n.k.	Ontario Safety League
Passing Fancy 14 min. colour The technique of passing other cars safely, based on the driving tips of veteran cross-country bus drivers.	General Motors of Canada	Modern Talking Picture Service
Point Zero Eight 27 min. b/w Experiments conducted by the Ontario Centre of Forensic Sciences show a group of well-known racing drivers on a test course, before and after they have consumed alcoholic beverages.	Insurance Bureau of Canada	Ontario Safety League Modern Talking Picture Service
Red Light Return 14 min. colour This film shows accident victims being brought to the hospital in an ambulance. They have been injured by glass, faulty doorlatches, or lack of a seat belt or harness. Crash tests illustrate the necessity for using seat belts and the characteristics of windshield impact.	Michigan State University	Ontario Safety League

Title/Description	*Sponsor/cost of print*	*Loan agency (no charge)*
Road Talk 10 min. colour Driving has a language all its own.	General Motors of Canada/$45	Modern Talking Picture Service
Safety X 3 17 min. colour The three elements that comprise a safe driving environment: the driver, the car, and the road.	General Motors of Canada/$60	Modern Talking Picture Service
Signs and Lines 12 min. colour An animated film which explains the new graphic road signs and markings.	General Motors of Canada/$45	Modern Talking Picture Service
Skid Control 15 min. colour This instructional film covers all types of skids and how to react to them in order to avoid accidents.	n.k.	Ontario Safety League
Smith System of Space Cushion Driving 18 min. colour Harold Smith's safe driving system involves: aiming high in steering; getting the big picture; keeping your eyes moving; making sure you are seen; and leaving yourself an out.	Ford of Canada/$66	Ontario Safety League
So You Want to Buy a Good Used Car 15 min. colour The five points to keep in mind when buying a used car: brakes, exhaust system, lights, tires, and steering.	Ford of Canada/$55	Ontario Safety League
Space Driving Tactics 15 min. colour Using examples of accidents and a driver-reaction test, this film demonstrates the importance of keeping sufficient distance between your car and the one in front of you.	AIMS Instructional Media Services	Ontario Safety League
Step in the Right Direction 15 min. colour In a speech to a women's group, a taxi driver points out the six most common pedestrian errors.	Ministry of Transportation and Communications	Ontario Safety League
****This Life Is Worth Living** 22 min. colour The problems of the young Canadian driver and how driver education can help alleviate many of these problems.	Insurance Bureau of Canada	Modern Talking Picture Service
Ticket to Safety 10 min. colour A dramatized motivational film intended to persuade young drivers that there's more fun in driving sensibly and safely than losing your licence.	General Motors of Canada	Modern Talking Picture Service
****Unrestrained Flying Objects** 15 min. colour Experiments with dummies show what happens to car occupants when they do not use lap and shoulder belts.	General Motors of Canada/$55	Ontario Safety League Modern Talking Picture Service
We Drivers 15 min. colour A new viewpoint on driving hazards is provided by this aerial perspective of traffic situations. (See also *Your Permit to Drive.*)	General Motors of Canada/$80	Ontario Safety League Modern Talking Picture Service (available in both English and French)

Title/Description	*Sponsor/cost of print*	*Loan agency (no charge)*
What Happened? 10 min. b/w Accidents should be reported adequately and accurately. This film shows the nine essential steps a driver should take at the scene of an accident.	Vogue Wright Studios	Ontario Safety League
What'll You Do If? 12 min. b/w The two fundamental "anticipate" concepts – "drive ahead of your car" and "rehearse in advance what you do when the common emergencies arise."	Datafilms	Ontario Safety League
Winter Blunderland 20 min. colour This film demonstrates corrective measures for winter driving faults.	Molson's Breweries (Ont.) Ltd.	Ontario Safety League
Winter Driving 23 min. colour Filmed at the Winter Driving Hazards Test, this is a thorough presentation of safe winter driving techniques, based on 20 years of experience.	Michigan State University	Ontario Safety League
****Your Car in Motion** 10½ min. colour This film shows that there are natural laws as well as man-made laws involved in driving.	Ford of Canada/$55	Ontario Safety League
Your Permit to Drive 10 min. colour The privileges and responsibilities of a driver's licence. The film centres on the most important factor of all in driving – the frame of mind of the person behind the wheel.	General Motors of Canada/$40	Modern Talking Picture Service
These three films (1971) are designed to assist in teaching sound perceptual habits that will help students make accurate behind-the-wheel decisions. They are available only as a series.	Ford of Canada/$110	Ontario Safety League Educational Film Distributors Ltd.
****1. Rural Driving** 10 min. colour/sound Explores speed relationships with other vehicles and roadway elements.		
****2. Driving in Traffic** 10 min. colour/sound Describes proper positioning for manoeuvering in traffic.		
****3. Critical Driving Patterns** This film deals with maintaining vehicle control during loss of vision, steering control, or braking.		

Film Sponsors/Producers

Aetna Casualty & Security Co.
151 Farmington Avenue
P.O. Box 930
Hartford, Connecticut 06115

AIMS Instructional Media Services
Hollywood, California 90028

American Automobile Association
Foundation for Traffic Safety
8111 Gatehouse Road
Falls Church, Virginia 22042

Bellevue Film Distributors Ltd.
40 Lesmill Road
Don Mills, Ontario
M3B 2T5

Chrysler Canada Limited
Driver Education Department
Administration Building
Windsor, Ontario

Datafilms
Los Angeles, California 90026

Dupont of Canada Limited
P.O. Box 660
Montreal, Quebec
H3C 2V1

Encyclopaedia Britannica
Educational Corporation
425 North Michigan Avenue
Chicago, Illinois 60611

Ford of Canada
Driver Training, General Marketing
The Canadian Road
Oakville, Ontario

General Motors of Canada
36 Overlea Boulevard
Toronto, Ontario
M4H 1B7

Insurance Bureau of Canada
170 University Avenue
Toronto, Ontario
M5H 3B3

Macmillan Films Inc.
Mt. Vernon, New York 48824

Metro-Goldwyn-Mayer Pictures (Canada)
696 Yonge Street, 5th Floor
Toronto, Ontario
M4Y 2B2

Michigan State University
East Lansing, Michigan 48824

Molson's Breweries (Ont) Ltd.
640 Fleet Street West
Toronto, Ontario
M5V 1B2

St. John Ambulance
46 Wellesley Street East
Toronto, Ontario
M4Y 1G5

Shell Canada Limited
Box 400, Terminal A
Toronto, Ontario

Film Loan Agencies

The agencies listed below have available a wide variety of films on safe driving and related topics. The Ontario Safety League has a particularly extensive library. The films are available in limited numbers and it is recommended that certain key films be purchased by boards of education for circulation among their secondary schools.

Chrysler Canada Limited
Driver Education Department
Administration Building
Windsor, Ontario

Educational Film Distributors Ltd.
282 Lesmill Road
Don Mills, Ontario
M3B 2V1

Insurance Bureau of Canada
181 University Avenue
13th Floor
Toronto, Ontario
M5H 3M7

Modern Talking Picture Service
1875 Leslie Street
Don Mills, Ontario
M3B 2M6

Ontario Safety League
409 King Street West
Toronto, Ontario
M5V 1K1

St. John Ambulance
46 Wellesley Street East
Toronto, Ontario
M4Y 1G5

Shell Canada Limited
(English Language)
Box 400, Terminal A
Toronto, Ontario

Shell Canada Limited
(French Language)
Box 430, Station B
Montreal, P.Q.

Ministry of Transportation and
Communications, Ontario

Order Form for Driver Instruction Material

Name

Address

Description

Power Under Control – Textbooks ☐

Power Under Control – Teacher's Manual (Blue) ☐

Power Under Control – Practice Manoeuvres – Set of 9 Sheets ☐

Power Under Control – Test Questions – Set of 7 Sheets (White) ☐

Power Under Control – Test Questions – Answer Sheets (White) ☐

Power Under Control – Test Questions – Set of 6 Sheets (Yellow) ☐

Power Under Control – Test Questions – Answer Sheets (Yellow) ☐

Dual Brake Unit (Bar) ☐

Dual Brake Unit (Cable) ☐

Dual Brake Unit (Hydraulic) ☐

Wall Charts – Set of 6 ☐

Leaflet – Traffic and Driving Knowledge Test ☐

Letter to Parent with Course Application Form (Form #1) ☐

Notification of Acceptance (Form #2) ☐

Student Record Form (Form #3) ☐

Individual Driving Record (Form #4) ☐

Report for the Car (Form #5) ☐

Instructor's Time Sheet (Form #6) ☐

Road Test (Form #7) ☐

Power Under Control Textbook Record (Form #8) ☐

Completion of Course – Notice to Parent (Form #9) ☐

Application for Student Certificates (Form #10) ☐

Application for Driver's Licence (Form JN7) ☐

Please send to

Administrator, Driver Education
Ministry of Transportation and Communications
3rd Floor, Ferguson Block
Queen's Park, Toronto, Ontario, M7A 1Z9

Ministry of Transportation
and Communications

Public and Safety Information Branch

Name Date:

Address

General Safe Driving Materials

Handbooks	Eng./Fr.	*Posters*		*Folders*	Eng./Fr.
The Driver's Handbook	☐ ☐	Standard Traffic Signs	☐	Driving Your Moped	☐
Could You Pass	☐ ☐	School Bus Stopping Law	☐	Pocket Calendar Cards	☐
Manual for School Vehicle Operations	☐ ☐	Lap Belt Snug, Shoulder Belt Slack	☐	Motorized Snow Vehicles	☐
Motorcycle Driver's Handbook	☐ ☐	Hell Drivers (Set of 3)	☐	School Bus Stopping Law	☐
				Safe Trailering	☐
				Winter Driving Tips	☐
				What You Should Know About Seat Belts	☐
				The Human Collision	☐ ☐

Pedestrian Safety Program

Walk, Don't Walk, Signal	☐	Traffic Laws for Pedestrians ☐

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Could You Pass	☐ ☐	School Bus Stopping Law	☐	Pocket Calendar Cards	☐
Manual for School Vehicle Operations	☐ ☐	Lap Belt Snug, Shoulder Belt Slack	☐	Motorized Snow Vehicles	☐
Motorcycle Driver's Handbook	☐ ☐	Hell Drivers (Set of 3)	☐	School Bus Stopping Law	☐
				Safe Trailering	☐
				Winter Driving Tips	☐
				What You Should Know About Seat Belts	☐
				The Human Collision	☐ ☐

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Lap Belt Snug, Shoulder Belt Slack	☐
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